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Miscellaneous.

LIVERPOOL DOCKS.

*Some of the evils arising from the prohibition of Fires and Lights in these Docks.*

This highly important subject has received the attention, and the careful consideration of a large number of Merchants, Captains and others, interested in commercial affairs, both in England and America; and especially of those interested in improving the morals, and promoting the comfort of Seamen visiting the port of Liverpool. The following extracts are made from an article of Dr. Mackay, published in the *Liverpool Morning Chronicle* in May last.

"It is by careful calculation ascertained, that nearly 9,000 British and foreign Sailors, employed or unemployed, are daily to be found in the streets, docks and lodging-houses of Liverpool. The vessels that arrive in this or any other British port may be divided into three classes—foreign vessels, British ships in the foreign and colonial trade, and coasters. Foreign vessels maintain their crews all the time they are in port; coasters do so likewise; British ships in the foreign and colonial trade discharge their men on arrival. For the benefit of the last-mentioned, and to pro-

tect them against crimps, sharpers, man-catchers, and the multifarious varieties of the genus "rogue," who consider the sailor fair game, benevolent men in Liverpool have erected a "Sailors' Home." I shall have occasion to enter upon that subject in a subsequent letter. At present I shall confine myself to the condition of the Sailors in port who are not discharged from their ships, but depend upon the owners for board and lodging during their stay. It will be seen that the inquiry is an important as well as an interesting one. It will be found to affect not only the comfort, the health, the morals and the efficiency of a large proportion of the British and foreign Sailors who are daily in port, but the character of the population of Liverpool, the humanity of the members of the Dock Committee, and the general interests of commerce.

It was stated in the second letter of this series that fires in warehouses were formerly of much more frequent occurrence in Liverpool than they are now. In the year 1802 a fire took place in the Goree warehouses, a large and valuable pile of buildings, filled with an immense quantity of property, the whole of which was destroyed. Before the alarm caused by this

conflagration had died away, a flat or lighter from Norwich, in Cheshire, took fire in the docks. The fire was speedily extinguished, but, although it did no mischief, it acted upon the minds of the Liverpool people, upon the merchants, upon the fire-insurance offices, and upon the warehouse owners in such a manner, combined with the still prevalent fear created by the Goree conflagration, as to make all parties yield their assent to a provision introduced into a subsequent dock act, that neither fire nor light should be allowed on board of any vessel in the docks of Liverpool. This law has now been in operation for nearly half a century, and must necessarily have affected for good or for evil a very large number of men. Whatever may be the daily number of Sailors in the port, it may be presumed that it is wholly or partially changed, from time to time. Perhaps it would not be far wide of the mark if it were admitted that the maritime population is changed fifteen times in a year, which would allow a period of three weeks and a half for every vessel to arrive, discharge her cargo, transact her business, take in a fresh cargo, and depart. This would make 135,000 as the total amount of the maritime population periodically entering and leaving Liverpool in the course of a twelvemonth. As many of these appear in the town several times in a year, no possible estimate can be formed of the exact number of individuals. We may safely infer, however, that the number, whatever it may be, is very considerable, and that about one-half are engaged in the coasting trade, or belong to foreign ships frequenting the port. It was in the interest of this large body of men, who cannot cook on board of their ships for want of fire, nor remain in them in the evening for want of light, and who will not sleep on board, without fire and light, while they have money to pay for a lodging, reputable or disreputable, on shore, that, in consequence of representations made to me by aggrieved parties, I

instituted an inquiry into the practical operation of the law prohibiting fire and light. The regulation is, it seems, peculiar to Liverpool. Fires and lights are permitted on board of vessels in the docks in London, up to a certain hour of the evening, when it is time for the men to go to their berths. Fire and light are also permitted in every other British, and in every European and American port, as far as I could learn. It is only at Liverpool that the Sailor is driven on shore to save himself from the discomfort and hardship of cold and darkness. The society into which he is led will appear from the evidence collected.

Any breach of the law which prohibits fire and light is punishable by a fine of £10, but at the discretion of the magistrate it is reducible to 10s., and 4s. 6d. costs. The friends of the law allege in its behalf, that if Liverpool be singular in this respect, it is only a proof that the docks of Liverpool are better regulated than any other docks in the world; and that the danger of fire is really so great that it is much better to inflict a little temporary hardship upon the Sailors and officers than relax the law, and by relaxing endanger the safety of millions' worth of property. Those who differ from this view of the case allege, on the other hand, that the prohibition is so cruel and oppressive that it cannot be enforced; that, as it is impossible to stow a large ship without lights, the lumpers secretly use them, in defiance of the dock regulation; and as they do so at their peril and risk, the chances of accidents by fire are greatly increased. They furthermore assert, that the expense of boarding the captains, officers and men on shore amounts, in reality, to a heavy and unjustifiable tax upon foreign and coasting vessels, and the commerce which they carry on; and that—worse than all—the regulation has the direct effect of sending sailors into public-houses, beer-shops, low dancing-shops and brothels, in search of the common



comforts of light and fire; that they are thereby demoralized and rendered unfit for their business; that their health, character and worldly prospects are alike injured; and that very often valuable ships, on leaving Liverpool, are lost, on account of the inability of the men to perform their duty after two or three weeks' revelling among the debaucheries and depravities of the town.

Duke's Dock, which is the private property of the Earl of Ellesmere, is no wise under the control of the Dock Committee, and which is frequented by great numbers of "flats" or "lighters," there is no such prohibition. The lightermen in that dock, in which large quantities of gunpowder are shipped and unshipped, live entirely on board of their vessels, with their wives and families.

With this preface the reader will be enabled to understand the following evidence, which was collected from the parties having most experience of the grievance complained of. Among those who made statements were several American captains engaged in the American trade; the captains and mariners of coasting vessels; and many flatmen or lightermen from Wales, Cheshire and the inland counties, who frequent the port.

The first, an American captain, sailing with American and partially with British crews, gave the results of his experience as an apprentice, a mate and a commander, in the following terms:—

"I have been in the trade between Liverpool and Philadelphia for twenty-two years, for nearly twenty of which I have commanded a vessel. I have regularly made six passages per annum across the Atlantic ever since the year 1828. I have only missed one voyage during all that time. Previous to coming as a master I came as a boy and mate for two years. As a boy, I was compelled to live on board in Liverpool, and sleep in the fore-castle without fire or light, exposed to damp and wet. In the winter

time, about six o'clock in the evening, myself and the other apprentices left the ship to get our tea or supper at a boarding-house. After tea, as we had no place to stay at, and as we did not choose to return on board to the dark and cold fore-castle, we sallied out in search of adventures, and often found ourselves in very disreputable places that I do not at present care to think of. They were as bad as bad could be. If I had been addicted to liquor, which fortunately I was not, I should have been ruined as a seaman before I became a mate. As it was, I did myself no good; and whatever harm I then imbibed I can attribute to nothing else than to the denial by the Liverpool dock authorities of those absolutely essential articles to the comfort both of boy and man—I mean fire and light. On my return to Philadelphia I was enabled to sleep on board ship if I pleased, or go home. I had no inducement to go into any kind of bad company. As a mate I frequented Liverpool for about eighteen months. My experience was of the same kind as when a boy—or, if anything, worse, for having a little more money I was led to spend it in public-houses, and still more improper places. I don't think I would have done so if I could have had light and warmth on board ship. I have often preferred to remain on shore till two or half-past two in the morning, even when the ship had to sail the next day, such a dread had I of going into a cold, damp berth without a light. Out of all the mates that I knew at that time—and they were a good many—only two ever became captains of ships in the Liverpool trade. They were all spoiled by the temptations and dissipations into which they were led on shore. They were positively ruined in health, character and prospects. I do not know what became of them. I soon lost sight of them out of the trade. I was ever quite unfit for my duty on board after leaving Liverpool until I had been a few days ashore, so utterly

was I used up by the results of a few weeks' stay in the town. As captain I cannot speak in any degree more favorably of the results of the Liverpool dock regulations. I have lived on shore, at hotels or lodging-houses, at very considerable expense, an expense which is wholly caused by the prohibition of fire and light. I should mostly live on board of my ship, if I could sit by a fire and read, and have my victuals cooked. I have had about twenty boys as apprentices since I commanded a ship; all promising young lads, who might have risen to be captains, could they have taken care of themselves, or if I could have induced or compelled them to remain on board at night. Out of that twenty only one was ever promoted to be an officer of a ship; he was only a second mate, and after going a voyage or two he was discharged. He soon died a confirmed drunkard. The greater portion of the boys get into such bad and dissipated habits as to become quite useless. They are soon 'used up,' and either run away, or are discharged as fit for nothing. When a man or a boy fairly gets into this bad track, two or three years are sufficient to knock him up. If we were allowed to have fires and lights on board, we might save a great portion of these boys. I do not mean to say that we could save them all, because there are some young men who are naturally so predisposed to evil courses, and so easily led astray, that they would go wrong in spite of any effort to preserve them; but I am quite certain that we could rescue two-thirds of them from destruction if we could retain them on board ship and make them comfortable. I speak from experience and study of this matter. Two years ago I knew a man who served as mate in one of the New York liners. He had just come into the trade, from the East India trade, and had never been in the port of Liverpool. He bore the highest character for sobriety, industry and honesty. Any captain would have been glad to have had

him in his ship. I am quite sure that I would; as I set a high value upon him in every respect, both as a sailor and a man. His own captain paid him extra wages out of his own pocket as a superior man. But even this man could not bear up against the discomfort of the Liverpool docks. After coming into the Liverpool trade he was driven ashore, like others, from his cold berth and dark cabin, and compelled to seek for that warmth, light and comfort out of his ship, which he could not find in it. He soon went wrong. Liverpool is notorious for the depravity of the population, male and female, that make it their business to prey upon the Sailor; and he by degrees grew fond of the company that he met in public-houses, or worse places, and was quite ruined. I saw him lately in New York wandering about the streets unable to obtain employment. When he came into the trade he was quite competent to take the command of a ship, and was recommended by myself and others to a house in New York as the best man they could give a ship to on the occasion of a vacancy. This is not a solitary case. I could name scores of others equally strong, and all clearly traceable, in my opinion, to the depravity of Liverpool, into which men are forced by the denial of that comfort to which they are entitled on board of their ships. The seamen themselves go still further wrong than their officers, although that is needless. It used to be, and I believe is still, the practice in Liverpool, to 'skin' the Sailors—that is, to rob them of their clothes, and send them out into the streets in a state of nudity. The Sailors often come on board in the morning, after having been out all night, with nothing on but their drawers and shirts. I have known cases where they have been left without even their drawers, having been robbed of all their money, and every article of clothing but their shirts. In one instance I saw a man who was robbed of everything, and who on find-



ing out his deplorable plight on the morning, seized hold of a sheet, tied the ends round his neck, wrapped it round his limbs in the fashion, as I should suppose, of an ancient Roman toga, and in this trim ran through the streets to the docks. A mob followed at his heels, shouting and hooting and pelting him with mud and filth all the way to his ship. There were hundreds of people after him, men and women, boys and girls, shouting and yelling in the most fearful manner. A similar case occurred not long ago, but not to one of my sailors. The man was robbed of all his money and clothes, and had to run down the streets of Liverpool to the Waterloo Dock, in a cold, and, fortunately, dark winter morning, with not a stitch of clothing but a woman's apron. My second mate was once served in a similar way in Liverpool, and made his appearance on board one morning without a single article of clothing, except an old ragged red coat, which he would never tell me how he had procured. It was the only thing on him, and, as you may easily imagine, it was of little use to him as a decent covering. I could relate hundreds of such instances in Liverpool; but I never heard of any such cases in New York, Philadelphia, New Orleans or London, or any other port of the world. The captains in the London trade have no such trouble with their men as we have in Liverpool. The New York ships bound for London can always get better men than we can get if we are bound for Liverpool. The really good Sailors on our side dread coming to Liverpool, and prefer the London trade on account of the comfort and conveniences of the docks. The Sailors in Liverpool are so demoralised that they continually pawn all their clothes after a voyage to provide means for their debaucheries on shore. Out of the usual crew that I bring over, at least two-thirds generally desert the ship before she is ready to sail again. I have made passages without being able to retain even one of

them for the ordinary business of the ship in port. It is the general complaint of the captains in our trade. The wages from New York to Liverpool are 15 dollars, or rather more than £3 per month. If the men remained with the ship, which they would do if there were comfort and convenience in the docks to keep them from the temptations on shore, they would get their advance money at the same rate of wages, a day or two before the ship sailed on her return. But they are so eager for money to spend on shore that they will offer themselves to another ship at £2 5s. a month, in order to get an immediate advance of £1, which they no sooner get than they waste it in drink and dissipation—all the mischief being, as I think, traceable to the regulations of the docks, which condemn them to cold and darkness as long as they remain in Liverpool. The 'Sailors' Home' may be all very well for Sailors who are not attached to any ship, and who are waiting to be shipped, but to foreign and coasting vessels it will be of no use. We captains consider the members of the Liverpool Dock Committee, though they may not know it themselves, to be the greatest encouragers of vice and immorality in the port, and the means not only of demoralising and ruining the Sailors, but of sending many of them to premature graves. We have already appealed to the humanity of the Dock Committee, but they have not acceded to our request to allow us fire and light. They may think themselves the friends of the port, but they are not so in reality, and they are anything but friends to the Sailor. They are his worst foes, and their regulations are alike stupid and cruel, unjust and impolitic—mischievous both as regards Seamen and the general interests of the commerce of the port."

(To be continued.)

The census of the United States, now being made, will exhibit our population to be about 25,000,000.

## ALEXANDER SELKIRK, The Original Robinson Crusoe.

CONCLUDED.

Only two or three memorable events occurred during Selkirk's residence on the Island. The first was his finding a few iron hoops on the beach one day in his rambles, which had been left by some vessel as unworthy of being taken away. To the lonely islander they were more precious than gold. Of these he made knives when his own were worn out. One of them, used as a chopper, about two feet in length, was, according to Isace James, long kept as a curiosity at the Golden Head coffee house, near Buckingham gate. It had been changed from its original simple form, having, when last seen, a buck-horn handle, with some verses upon it. At different times our hero saw vessels from the island, but two only ever came to anchor. On both occasions he concealed himself, being afraid that they were Spaniards. It was at that time a maxim of Spanish policy never to allow an Englishman to return to Europe who had gained any knowledge of the South Seas. On the last occasion, being anxious to learn whether the ship was Spanish or French, he approached too near, and was perceived. A pursuit was the consequence; but although the sailors fired several shots after him, he easily made his escape, and kept concealed until the vessel left the island. The third and most serious occurrence, was an accident which nearly deprived him of life. In pursuing a goat, he came upon the brink of a precipice of which he was not aware, it being covered with the foliage of trees. Extending his arms to catch the animal as it suddenly stopped, the branches gave way, and both fell from a great height to the ground. He lay upon the dead body of the goat for twenty-four hours, insensible, and when at last able to crawl, he reached his hut with great difficulty. He was for ten days confined to bed by his bruises—no one, of

course, being at hand to give him a drink of water. With this exception, he enjoyed uninterrupted good health.

The few clothes Selkirk had with him soon wore out. When his shoes were done he never attempted to supply their place; but as his other habiliments decayed, he converted the skins of goats into garments, sewing them with slender thongs of leather, which he cut for the purpose, using a sharp nail for a needle. In this way he made for himself a cap, jacket, and short breeches. The hair being retained upon the skin, gave him a very uncouth appearance; but in this dress he was enabled to run through the woods with as little injury as the animal he pursued. He had a plentiful supply of linen in his chest—thanks, no doubt, to his good old mother—and with the threads of his woollen stockings, which he untwisted for the purpose, and his nail for a needle, he contrived to keep himself in good linens. The hair of his head and beard never having been touched since he left the ship, became of great length, so that his appearance must have been wild in the extreme, though, as Howell remarks, quite neighbor-like beside his cats and goats.

At length the day of relief was at hand. In 1708, another privateering expedition was promoted by Dampier in England. Two ships were fitted up—the "Duke" and "Duchess"—to cruise against the French and Spaniards. Dampier, however, held no command, being appointed only "pilot for the South Seas." On the 31st of January, 1709, as Selkirk was as usual surveying the watery waste which circumscribed his small dominion, mentally exclaiming no doubt—

"Ye winds, that have made me your sport,  
Convey to this desolate shore  
Some cordial, endearing report  
Of a land I shall visit no more,"

he descried two vessels in the distance. Slowly they rose in his view, and as they gradually neared the island, he discovered, to his infinite delight, that they were Eng-



lish. The tumult of joyous feelings with which the sight inspired him, may, to use a common but very expressive phrase, be more easily conceived than described. "It was late in the afternoon," says Howell, "when they first came in sight; and lest they should sail again without knowing that there was a person on the island, he prepared a quantity of wood to burn as soon, as it was dark. He kept his eye fixed upon them until night-fall, and then kindled his fire, and kept it up till morning dawned. His hopes and fears having banished all desire for sleep, he employed himself in killing several goats, and in preparing an entertainment for his expected guests, knowing how acceptable it would be to them after their long run, with nothing but salt provisions for them to live upon. When day at length opened, he still saw them, but at a distance from the shore. His fire had caused great consternation on board, for they knew the island to be uninhabited, and supposed the lights to have proceeded from some French ships at anchor. In this persuasion they prepared for action, as they must either fight or want water and other refreshments, and stood to their quarters all night, ready to engage; but, not perceiving any vessel, the next day, about noon, sent a boat on shore, with Captain Dover, Mr. Fry, and six men, all well armed, to ascertain the cause of the fire, and to see that all was safe. Selkirk saw the boat leave the Duke, and pull for the beach. He ran down joyfully to meet his countrymen, and to hear once more the human voice. He took in his hand a piece of linen tied upon a small pole as a flag, which he waved as they drew near, to attract their attention. At length he heard them call to him, inquiring for a good place to land, which he pointed out, and flying as swift as a deer toward it, arrived first, where he stood ready to receive them as they stepped on shore. He embraced them by

turns; but his joy was too great for utterance, while their astonishment at his uncouth appearance struck them dumb. At length they began to converse, and he invited them to his hut; but its access was so very difficult and intricate, that only Mr. Fry accompanied him over the rocks which led to it. When Selkirk had entertained him in the best manner he could, they returned to the boat, our hero bearing a quantity of his roasted goat's flesh for the refreshment of the crew. During their repast he gave them an account of his adventures and stay upon the island, at which they were much surprised. Captain Dover and Mr. Fry invited him to come on board; but he declined their invitation, until they satisfied him that Dampier had no command in this expedition; after which he gave a reluctant consent.

His aversion to Dampier could not be of a personal nature, but proceeded, no doubt, from his experience of him as a commander. When he came on board the "Duke," Dampier gave Selkirk an excellent character, telling Captain Rogers that he was one of the best men on board the Cinque Ports. Upon this recommendation he was immediately engaged as mate of the "Duke." "In the afternoon the ships were cleared, the sails bent and taken on shore to be mended and to make tents for the sick men. Selkirk's strength and vigor were of great service to them: he caught two goats in the afternoon. They sent along with him their swiftest runners and a bull-dog; but these he soon left far behind and tired out. He himself, to the astonishment of the whole crew, brought the two goats upon his back to the tents. The two captains remained at the island until the 12th of the month, busy refitting their ships, and getting on board what stores they could obtain. During these ten days, Selkirk was their huntsman, and procured them fresh meat. At length, all being ready, they set sail."

Thus did Alexander Selkirk, af-

ter the long residence of four years and four months, without having intercourse with a human being, bid adieu to the island of Juan Fernández. And no doubt he did so with a strange mixture of feeling, for the island, in the soothing communion he had held with the great Spirit of the Universe, had become endeared to him. We cannot follow him throughout the privateering expedition, which was on the whole a very successful one. He proved himself an expert and active seaman, though taciturn, and little inclined to mix in the amusements of his comrades. In several instances, where he was intrusted with the command of small parties on shore, and where the property and person of the inhabitants were at his mercy, he showed, in his mild and considerate behavior, especially in his protection of females, that the religious feelings with which he was impressed, in his solitude was not evanescent. The "Duke" and "Duchess" reached London on the 14th of October, 1711, with "a capture of one hundred and seventy thousand pounds value." Of this large sum Alexander Selkirk of course obtained a share. Now comparatively a rich man, and anxious to see his relations after so long an absence, he sought the village of Largo, where he found all his friends in good health. The excitement of their first meeting over, however, he gradually sunk into his usual solitary habit. He resided in the house of his elder brother, his father not having sufficient accommodation for him. Here the record of his life is almost as romantic and interesting as it had been in Juan Fernández. "It was his custom," says Howell, who acquired the information from the descendants of the family, "to go out in the morning, carrying with him provisions for the day; then would he wander and meditate alone through the secluded valley of the Keil's Den. The romantic beauties of the place, and, above all, the stillness that reigned there, reminded him of his

beloved island, which he never thought of but with regret for having left it. When evening forced him to return to the haunts of men, he appeared to do so with reluctance; for he immediately retired to his room up stairs, where his chest at present stands (1829,) and in the exact place, it is probable, where it then stood. Here was he accustomed to amuse himself with two cats that belonged to his brother, which he taught, in imitation of part of his occupations on his solitary island, to dance and perform many little feats. They were extremely fond of him, and used to watch his return. He often said to his friends, no doubt thinking of himself in his youth, "that were children as docile and obedient, parents would all be happy in them." But poor Selkirk himself was now far from being happy, for his relations often found him in tears. Attached to his father's house was a piece of ground occupied as a garden, which rose in a considerable acclivity backward. Here, on the top of the eminence, soon after his arrival at Largo, he constructed a sort of cave, commanding an extensive and delightful view of the Forth and its shores. In fits of musing meditation, he was wont to sit here in bad weather and even at other times, and to bewail his ever having left his island. This recluse and unnatural propensity, as it appeared to them, was the cause of great grief to his parents, who often remonstrated with him, and endeavoured to raise his spirits. But their efforts were made in vain: nay, he sometimes broke out before them in a passion of grief, and exclaimed, "Oh, my beloved island, I wish I had never left thee! I never was before the man I was on thee—I have not been such since I left thee—and, I fear, never can be again!" Having plenty of money, he purchased a boat for himself, and often, when the weather would permit, made little excursions, but always alone; day after day he spent in fishing, either in the beautiful bay of Largo or at Kingsraig point



where he would loiter till evening among its romantic cliffs, catching lobsters, his favorite amusement, as they reminded him of the crawfish of Juan Fernandez. The rock to which he moored his boat is still shown. It is at a small distance from Lower Largo, to the east of the Temple houses.

Thus was the time passed by Alexander Selkirk during his short stay at Largo. He appears to have been an enthusiast, and to have formed notions of domestic life which never could be realized. He was evidently far from being happy. The religious bias by which his mind had become affected in the island of Juan Fernandez, and the nearness, as it were, with which he had drawn to the Creator, while apart from society, tended to increase the irksomeness of that restraint which intercourse with his fellow creatures imposed. "At length," continues Howell, "chance threw an object in his way that awakened in his mind a new train of thoughts and feelings, and roused him from his lethargy. In his wanderings up the burnside of Keil's den to the ruins of Baleruvie Castle and its romantic neighborhood, he met a young girl seated alone, tending a single cow, the property of her parents. Her lonely occupation and innocent looks made a deep impression upon him. He watched her for hours unseen, as she amused herself with the wild flowers she gathered, or chanted her rural lays. At each meeting the impression became stronger, and he felt more interested in the young recluse. At length he addressed himself to her, and they joined in conversation. He had no aversion to commune with her for hours together, and began to imagine that he could live and be happy with a companion such as she. His fishing expeditions were now neglected; even his cave became not so sweet a retreat. His mind led him to Keil's den, and the amiable Sophia. He never mentioned this adventure and attachment to his friends; for he felt ashamed af-

ter his discourses to them, and the profession he had made of dislike to human society, to acknowledge that he was upon the point of marrying, and thereby plunging into the midst of worldly cares. But he was determined to marry Sophia, though as firmly resolved not to remain at home to be the subject of their jests. This resolution formed, he soon persuaded the object of his choice to elope with him, and bid adieu to the romantic glen. Between lovers matters are soon arranged, and accordingly, without the knowledge of their parents, they both set off for London. Alexander left his chest and all his clothes behind, nor did he ever claim them again; and his friends knew nothing and heard nothing of him for many years after; still they kept his effects untouched in hopes of his return."

The subsequent career of Alexander Selkirk may be briefly told. He went again to sea in 1717, and died a lieutenant on board his majesty's ship "Weymouth," in 1723. "Both his father and mother were dead," says Howell, when, in the end of the year 1724, or beginning of 1725, twelve years after his elopement with Sophia Bruce, a gay widow, by name Frances Candis, or Candia, came to Largo to claim the property left to him by his father—the house at the Craigie Well. She produced documents to prove her right, from which it appeared that Sophia Bruce lived but a very few years after her marriage, and must have died between the years 1717 and 1720. Francis Candis having proved her marriage, and the will, which was dated the 12th of December, 1720, and also the death of her husband, her claim was adjusted and she left Largo in a few days. Neither of his two wives had any children by him, as far as can be learned."

The clothes and other effects belonging to Selkirk were long kept as relics by his friends at Largo. "In the house at the Craigie Well, strangers are yet shown the room

in which he slept, his sea-chest, and a cocoa-nut shell cup that belonged to him. This cup at one time was richly and tastefully mounted with silver, until it was unfortunately stolen by a traveling pedlar, and all trace of it lost for some months. At length, when all hope of recovering it was gone, the shell was returned from Perth, deprived of its silver. But by far the most interesting relic is his flip-can, in possession of his great-grand-nephew, John Selcraig. It holds about a Scottish pint, and is made of brown stoneware glazed. It resembles a common porter jug, as used at the present day. On it is the following inscription and poesy—as in former times, every thing belonging to a sailor that would admit of it had its rhyme :

'Alexander Selkirk this is my one.  
When you take me on board of ship,  
Pray fill me full with punch or flip.

*Fulham.'*

The same person has an Indian cane said to have belonged to Selkirk. There is a musket in the possession of Major Lumsden of Luthallan that likewise belonged to him."

### The Sea—A Grand Instrument of Civilization.

The boundless and unmanageable mass of earth presented by the continents of Asia and Africa, has caused those parts of the world which started the earliest in the race of civilization, to remain almost at the point whence they set out; while Europe and America, penetrated by so many seas, and communicating with them by so many rivers, have been subdued to the uses of civilization, and have ministered with an ever-growing power to their children's greatness. Well indeed, might the policy of the old priest-nobles of Egypt and of India endeavor to divert the people from becoming familiar with the sea, and represent the occupation of a seaman as incompatible with the purity of the highest caste! The sea deserved to be hated by the old aristocracies, inasmuch as it has been the mightiest

instrument in the civilization of mankind. In the depths of winter, when the sky is covered with clouds, and the land presents one cold, blank, and lifeless surface of snow, how refreshing is it to the spirits, to walk upon the shore and to enjoy the freshness and liveliness of the ocean. Even so in the deepest winter of the human race, when the earth was but one chilling expanse of inactivity, life was stirring in the waters.

There began that spirit whose genial influence has now reached the land, has broken the chain of winter, and covered the face of the earth with beauty."

*Rev. Dr. Arnold.*

### Seamen-Short-lived.

In a previous number of the *Sailors Magazine* was published a List of deaths at the Seaman's Retreat on Staten Island for six months, ending September first, 1850.

The whole number was 60, or 10 per month.

Aggregate of their ages, 1723 years.

Average ages  $28\frac{2}{3}$  years.

Suppose their average ages on going to sea, 15 years, the average time spent by them on the sea is  $13\frac{2}{3}$  years.

Thirteen years and eight months in sea-faring life, then a little season in the Hospital, and laid in the grave at the age of 28 years and eight months!

Besides many of them are not spared to enter a Hospital. Some sicken and die in a miserable fore-castle. Some receive their last blow from the flukes of a whale. Some fall from aloft into the boiling sea, and the brawny arms of the strong swimmer avail them not.

Death goes among the sailors as the butcher among his flocks, to select and sacrifice the young. If, as the old Latin Poet would have it, the man who put out to sea needed a heart of oak, much more, as a wiser than Horace teaches, does he need a heart confiding in God, and a Life Insurance effected in Heaven.—*Editor Sailor's Mag.*



### My Mother.

It has been truly said, "The first being that rushes to the recollection of a soldier or a sailor, in his heart's difficulty, is his mother. She clings to his memory and affection in the midst of all the forgetfulness and hardihood induced by a roving life. The last message he leaves is for her; his last whisper breathes her name. The mother, as she instills the lessons of piety and filial obligation into the heart of her infant son, should always feel that her labor is not in vain. She may drop into her grave, but she has left behind her influences that will work for her. The bow is broken, but the arrow is sped, and will do its office."

In one of the very interesting reports recently presented to the Board of the New-York City Tract Society, a missionary says, "I gave a soldier the tract entitled 'I have not Time.' 'Well, sir,' said he, 'that is very curious; it is what I have often said; yes, very often I have said I have not time; but I won't say it now; I will read this tract, and I thank you for it.' I then reminded him that he had refused to obey the voice of God, calling upon him to think of his ways, and to turn unto him; and that in the confession he had just made he had condemned himself. He heard me without making any reply, while I set before him his need as a sinner, and the all-sufficiency of Christ as a Saviour. Then in a very familiar manner he took my hand, and said, 'Sir, I thank you; every word you have said is quite true. I thank you, indeed I do. From this time I will think of these things, and try, God helping me, to live a new life. I wish my mother had heard you, for she is a praying woman. I have often said to her, 'I have not time.' I have not seen her for several years, but I am sure she prays for me; and she would have prayed for you too, sir, if she had heard you talk to me.' He could hold no longer, but gave vent to his emotions, and as his tears flowed freely, he said, 'I shall never see you again, sir; but I am glad that I have met with you. Don't forget me, but do pray for me?'"

The same missionary says, "One

morning, lately, I had a long conversation with a Sailor, who was going to California, and he appeared to be much affected. I gave him some tracts, and promised that in the afternoon I would give him other religious works to read on his voyage. As I conversed with him he evidently struggled with his feelings; but when I had spoken the word *mother*, his sleeve was immediately wanted, and he used it frequently. 'Ah, sir,' said he, 'my mother prays for me. You were right when you said perhaps I had a praying mother. Yes I have; she prays for me every night and morning. Oh, I am a very wicked fellow. I don't think God can forgive me; I feel as if he ought not to do it. What can I do? Sir, do pray for me?' 'I will, I will,' I replied, 'but you need not despair, for Jesus Christ is able to save them to the uttermost that come unto God by him.' 'I know it,' said he, 'for the Bible says so, and my mother told me the same a thousand times; but it is one thing to hear it, and quite another thing to feel it, as I wish to do.' After much other conversation, in which I endeavored to set before him the cross of Christ, a little hope dawned upon his mind; and when I saw him in the afternoon, he thanked me for having conversed with him, and said, 'I took your advice at dinner-time, and tried to pray: I used some of my poor old mother's words, for I had none of my own. God help me to pray better!' He then asked my name, that he might send it to his mother, 'for,' said he, 'I will write to her, and tell her all about it, and ask her to pray for you; and I am sure that she will do so.'"—*Chris.*

*Advocate and Journal.*

### Pithy Passage.

To strive with difficulties and to conquer them, is the highest human felicity; the next is to strive and deserve to conquer; but he whose life has passed without a contest, and who can boast neither success nor merit, can survey himself only as a useless filler of existence, and if he is content with his own character, must owe his satisfaction to insensibility.—*Dr. Johnson.*

For the Sailor's Magazine.

### Mode of Shipping Seamen, now and formerly.

Formerly when a voyage was determined upon, and the time had arrived for shipping a crew, the officer in charge of the vessel "*flew a pennant at the main,*" which was understood by Sailors to mean, *a crew is wanted.* As applicants presented themselves, and were satisfactory to the officer, they were sent with his approbation to the Merchant's counting house, where the shipping articles were signed, and security if deemed necessary, taken for the advance wages paid. From my own observation, the character and standing of the Sailors were taken into consideration in the transaction; and especially with *green hands*, or ordinary Seamen. The profession at that period was considered more respectable and profitable than at present. Young men of wealthy families, and well educated, were frequently to be met with before the mast; they made the best of officers, consequently good crews were common.

About the year 1805, there was an *emeuté* in Harvard College, and from that institution there were twenty young men, who instead of returning to their studies, entered as ordinary Seamen on board the ship *America*, I think, Capt. David Woodward, for a trading voyage upon the western coast of South America, protected by her own guns, despite the vigilance of the *Spanish Guardes Costas*.

Some dozen years later, in reviewing the career of these young men with one of their number, it was found that nineteen of them had become respectable ship-masters; of the other no account could be had.

Another instance of the respectability of persons entering as ordinary Seamen, I witnessed in the counting room of one of the most extensive ship owning merchants of Boston. The ship was bound to China, under the command of

now one of the first merchants in Boston, a fast friend, and munificent benefactor of Seamen. A young man from the country presented himself for enrolment; questions were asked about the security for his month's advance. Well, he was not much acquainted in Boston, but would go out and see what he could do. In a short time he returned, and laid upon the desk a sack containing several hundred Spanish dollars, and asked if that would be satisfactory security! This young man had come to the town all fitted for the voyage. No agents, landlords or shopkeepers were here necessary.

With such men, and so fitted, is it any wonder that good, safe and profitable voyages were made.

The custom that has grown up of late years, of procuring ship's companies for the merchant service through shipping offices and their agents, has had an exceedingly bad influence upon the character of Sailors, and upon their efficiency. Within the memory of many ship-masters and owners, the only agency of the kind in the United States, was established in New York, by a Captain Fisher, who was also a notary public. Thence the system has extended into every part of the Union, where there is a port of any importance—owners and masters, supposing that they were relieved from a great deal of trouble, by just giving an order for so many men, to be furnished on a given day. At first, the men were sent to the officer in charge of the vessel, for his examination, previous to the shipment, and for a time the system seemed to work well; but in a short time, combinations were formed between shipping agents, boarding houses, landlords and shopkeepers, and they held poor Jack in their keeping, and disposed of him to the best advantages for themselves. Crews were furnished of which neither the officers nor owners had any knowledge before they came on board, and just as the vessel was leaving; consequently they were obliged to take them



whether good or bad, drunk or sober. The result has been that the efficiency of crews has been much reduced, at least one fourth since the introduction of the present furnishing system. More anon, upon advance wages.

VIATOR.

*Augusta, Me., Jan. 1, 1851.*

### Western Boatmen's Union.

This association held its second annual meeting, Monday evening, in the First Presbyterian church, and the second annual report was made by the Rev. Charles J. Jones, chaplain of the Boatmen's Union. The report was exceedingly interesting and exhibited a flattering condition of the society. Five hundred copies were ordered printed in pamphlet form for distribution among the Boatmen and others, and it was resolved that the city papers be requested to publish it, so that a wide circulation may be given to it. All who have a few moments to spare, ought to read the report, that they may be informed how much has been done towards the final triumph of one of the great moral improvements of the day. A beginning has been made, and the enterprise has obtained so good a footing, that it can hardly fail of triumphant success. And this has been accomplished through trial and trouble, mainly by the unwearied exertions of the zealous, able and single-hearted chaplain, the Rev. Mr. Jones, whose devotion to the cause can hardly be too highly estimated. His heart is in the undertaking, and it is a heart with warm sympathies towards all men. The amount of good which this association will accomplish, can hardly be estimated. Although designed mainly for Boatmen, its ministrations are not confined to them, but are extended to others whose hearts yearn for moral and religious instruction, but whose means are inadequate to meet the demands usually made upon those who attend other churches. Nor are the efforts of the wor-

thy chaplain confined to moral and religious instruction; but they are extended to the relief of physical wants. The poor, the sick and the suffering, are relieved, and their burden of life made easier, by sympathy, and by relieving their temporal wants. In a word, the chaplain looks upon all with a Christian's eye, and ministers to all with a Christian's heart, in the broadest and best meaning of Christian philanthropy. Success cannot fail to crown his efforts.—*Missouri Republican.*

### Use of Wealth.

"A feeling pervades this community that it is not the possession of wealth, but the use of it, that dignifies and renders its possessor worthy of respect. It is not the exhibition of splendor and fashionable pride which entitles man to honor. If he shows me only his wealth and his elaborate furniture, he but reminds me of his wealth and my poverty, and I thank him not for it. But if he shows me upon his walls pictures from the pencils of the native genius of my land—if he pleases my eye with the evidence of present success and promises of still higher future triumphs—if he has brought from some nook of obscurity a suffering child of genius, and has enabled him to glorify and serve his country—if he shows me he has laid the corner-stone of some institution for the instruction of the young—then I thank him. I thank God who made him rich, and that he has used his riches for such noble ends. There is no envy of such a man—all men honor and respect him, and he receives, as he deserves, their eulogies. But the man who lives only to accumulate and hoard, and who leaves no record of his usefulness in arts, or letters, or morals, or religion, or charity, goes.

"To the vile dust from whence he sprung,  
Unwept, unhonored, and unsung."

*Rev. Dr. Bethune.*

## EXTRACTS

FROM THE TWENTY SEVENTH ANNUAL REPORT  
OF THE NEW YORK BIBLE SOCIETY.

We have received the Twenty-Seventh Annual Report of the New York Bible Society, from which we learn that the Society has distributed during the past year, 102,125 volumes, Bibles and Testaments, in various languages. Of this number, 22,583 Bibles, and 48,834 Testaments have been sold. 12,403 Bibles, and 18,305 Testaments have been donated. That the Society has paid to the Parent Society during the same time, \$30,050 22, and in debt to that Society, \$772 58. We give copious extracts from this interesting Report of their doings among Seamen, in this, and the following numbers of the Magazine.

## Extracts from the Report.

We would make grateful mention of the important aid rendered by Rev. O. G. Hedstrom, of the Bethel Ship, foot of Rector Street, through whose labors a large number of Bibles and Testaments have been distributed, mostly among the Emigrants from Sweden and Norway.

The number of volumes distributed through the agency of the Committee on Naval Stations, during the past year, has been less than in the year 1849. This is owing to the fact that very few vessels of war have been fitted up at this port of a class requiring large crews, calling for a correspondent supply of Bibles. This committee have been essentially aided in their distribution by the continued co-operation of the Rev. Mr. Stockbridge, chaplain on board the United States receiving ship, North Carolina. The interest manifested by this gentleman in the spiritual welfare of seamen, combined with his knowledge of their peculiar temperaments and prejudices as a class, renders him eminently qual-

ified to aid this committee in their distribution. He is brought in contact with all the recruits added to our navy in this harbor, while on board the receiving ship, and all who will receive, are furnished with a copy of the New Testament.

It is a cheering and elevating thought, that the Bibles of this Society are carried by our navy into every quarter of the globe, and are read by our hardy seamen beneath the burning tropics, and in the polar seas. The crews of the *Advance* and *Rescue* were supplied with the Sacred Scriptures, before their departure on the truly philanthropic but perilous expedition of seeking the celebrated Sir John Franklin and his companions, amid the icebergs of the Arctic circle. May He "who holds the winds and waves in the hollow of his hand," have these noble spirits in his holy keeping, and crown their efforts with complete success.

The seamen on board the *U. S. razee Independence*, now cruising in the Mediterranean, were, with a few exceptions, taken from the North Carolina, and to a great extent, were supplied with copies of the New Testament from our Society, before proceeding on this voyage. We have the cheering intelligence, that at the latest dates received, a most interesting revival of religion was in progress on board, embracing both officers and sailors, and that over one hundred souls had been hopefully converted unto God.

The number of volumes distributed or placed in the hands of Mr. Stockbridge for that purpose during the year, is as follows:—English Bibles 79, German Bibles 20, French Bibles 10, English Testaments 312, German Testaments 12, French Testaments 11, Spanish Testaments 21. Total 465.

The reports of our Marine Agent, made monthly to the Board, gives evidence of his fidelity, and furnish many interesting and encouraging incidents connected with this work.

Many Bibles and Testaments are introduced into the Catholic



countries of Europe, which have been supplied to the seamen visiting our port. Frequently, copies are purchased as presents to friends at home. The entire crew of a vessel from a city of Southern Europe, purchased the Scriptures from our Agent. This vessel, in some six voyages made to this port within the past three years, has carried home no less than three hundred copies of the Scriptures, almost all of which were purchased at reduced prices.

The Liverpool steamer Arctic, with many other steamers, have been supplied. "Though the supply of this class of vessels is expensive to the Society, yet it seems unavoidable. An ocean voyage is an occasion favorable to serious thought, and it is well that the book of God is at hand to suggest the true end of life, and to remind the passenger of the existence of another world." Upon this steamer, the quarters of the seamen, firemen, and waiters, were furnished severally with a large Bible or two for their use. A stout tar in the fore-castle asserted, "that books so placed would be well taken care of, and that no sailor, however bad, would wantonly maltreat a Bible."

#### FROM A MARINE AGENT.

"August.—I have visited, the past month, mostly among American shipping, including the small inland craft, market sloops, canal-boats, and vessels engaged in the sea fisheries. The men navigating these latter, have generally homes to go to, and thus form a distinct class from the real salt-water sailor, and especially from the old-fashioned tar, who knows no nationality but that of the flag he is sailing under, and no home, but the fore-castle or the tavern which he is inhabiting for the moment. Upon American shipping I am almost always well received; meeting ordinarily with respect, sometimes with marked kindness; often, (it is true,) with indifference, but rarely with anything worse. Only once

within the month, have I met with scoffing and contempt. I am happy to say, that I have found American Seamen generally better supplied with the Bible than I had supposed. It is pleasant to meet with the same answer, "supplied," returned by man after man, upon vessel after vessel, and to have the old weather-worn Bible brought out for examination, with such words as 'This I got at your office in Wall st., eight years ago: it has gone in my chest twice round the world, and may go again;' or, 'This Bible was given to me by Father Taylor, in Boston, in 1840; and, stained as it is, I wouldn't exchange it for a dozen of your new books.' 'I have a Bible at home, said a sailor from North Carolina, 'but not with me: it is a book which I got from Mr. Damon at Honolulu, while on a whaling cruise; and, to tell the truth, I don't carry it with me, because I value it too much;' and he proceeded to speak warmly in praise of Mr. D., and his labors among seamen, and ended by buying a Bible.

"I might multiply such anecdotes to almost any extent, all showing that the sailor has come to appreciate the efforts made on shore for his benefit, and to value for the intention's sake, the Bible given him. These experiences are further interesting, as showing that the apathy and ignorance of the value of the Bible, long so formidable an obstacle to its circulation, have very much gone; and that it has been scattered widely enough to test its value as the companion book for a long voyage, and to convince the sailor that it is a necessary part of the furniture of his chest, his Sunday reading, his small-stores for the mind, his spiritual medicine-chest, which at least (he argues,) he *may* need. He begins to feel, as the mate of a vessel expressed it, when he showed me the old volume, which, in his ten years of whaling, had visited almost every heathen shore on the Pacific, that 'it don't look *civilized-like*, to be without a Bible.'

"It is wonderful," said a young man, mate of the ship —, 'to see what a change has taken place in the character of seamen within a few years. Why, no longer ago than when I began to go to sea, one could see sailors lying drunk in the gutters any day. Now, if a sailor gets drunk, he has the sense to keep out of sight. I know something of this matter myself. About six years since, I came into this port with more than \$600 due me, as wages from a four years cruise in the East Indies. Sixteen days after, I was passing Sandy Hook, outward bound, without a cent in my pocket; where the money went I cannot say. I am not such a fool now.'

"Sept. Furnished the new steamer Union with Bibles for the cabin, fore-castle, and firemen. This vessel is bound for the Pacific, and is to run between the Sandwich Islands, San Francisco, and Panama; I therefore placed in the cabins, in addition to the English Bible, one in German, one in French, and one in Spanish, for the use of the mingled population which will there come together.

"Supplied also the new steamers Pacific, Arctic, and Florida; also ten new ships and barks.

"Oct.—Supplied Captain —, of the steamer —, for Chagres, with a few Bibles and Testaments, to meet the not unfrequent applications, which he informed me were made to him, by emigrants to California, who had neglected to provide themselves before starting.

"August.—I have supplied, this month, the crews of some fourteen vessels bound to Canton via San Francisco, and therefore about to circumnavigate the globe before their return. Upon this class of vessels, the crews are largely composed of foreigners. Thus, on board the ship —, I found representatives of almost all the great nations of Europe,—a Swede, a Portuguese, a Spaniard, three Italians, two Germans, and a Norwegian, and had to make distributions in most of these languages. Another

ship had eight Portuguese from the Azores, among the crew, I took especial pleasure in supplying them with Testaments.

"On the brig —, of Baltimore, I found a Norwegian mate, a Spanish cook from Callao, Peru, and a crew composed of one German from Bremen, one Portuguese from the Azores, a Spaniard, and a British sailor from Nova Scotia; and had occasion to give Testaments in four languages. On board the brig —, of Mobile, I found an Italian captain, a Spanish mate (also part owner,) with one French and two Spanish sailors: no Americans. A similar mixture is to be found to a greater or less extent, in all crews shipped at our principal sea-ports. An entirely American crew is a rare thing upon our large shipping.

"Upon the ship —, for California, I was received by the captain with some rather coarse banter, as, 'The Bible is a book I have nothing to do with; I don't believe these stories of Jonah swallowing the whale,' &c., &c. After a little conversation, his tone softened very much; he said, that his calling brought him in contact with the worst side of human nature, and acknowledged that he had seen occasional instances of undoubted piety in men who lived the religion they professed; and ended by praising the moral teachings of the Bible, and offered his assistance in distributing it among his crew. When I told him on leaving, that I should send him some book on infidelity for his own reading, 'Sir,' said he, seriously, 'I will read anything you may send, and I will *take no offence*;' repeating these last words several times. I sent him "Nelson's Cause and Cure of Infidelity," with the request that he would not open it till he got to sea."

Sir Philip Sidney says: "What is mine, even to my life, is hers I love; but the secret of my friend is not mine."



# NAVAL JOURNAL.

## A Tribute to Merit.

The annexed letter from the late Mayor of this city, to Capt. Hovey, of the ship *Devonshire*, with the valuable testimonials which, accompanied it, must be highly gratifying to the recipient, as they are indeed to all the friends of humanity and heroic conduct:—

(Copy.)

MAYOR'S OFFICE, NEW YORK, JAN. 4, 1851.

CAPT. HENRY R. HOVEY,

Master of the ship "*Devonshire*."

SIR:—In behalf of the city of New York, I have the honor of transmitting to you the accompanying resolutions adopted by the Mayor and Common Council of this city.

I have also the honor in their behalf of presenting to you a gold box, as a further mark of the appreciation by the Corporation of the city of New York, of your humane and heroic conduct in rescuing, at the imminent peril of your own life, and the lives of your noble crew, the passengers and crew of the "*Helena Sloman*."

I cordially unite with the Common Council in the high appreciation entertained by them, and, I believe, by our fellow-citizens generally, of your humane efforts, and those of your officers and crew, throughout this perilous scene.

I am with high respect,  
Your obedient servant,

(Signed) C. S. WOODHULL,  
Mayor of the City of New York.

By the Corporation of the City of  
New York—

*Resolved*, That the thanks of the Common Council be, and the same are hereby tendered to Captain Henry R.

Hovey, of the ship *Devonshire*, of New York, for his humane and daring efforts in rescuing from imminent peril, and safely conveying to this port the crew and passengers, numbering 175 persons, of the steamer *Helena Sloman*, Captain P. N. Paulsen, of Hamburg, fallen in with at sea, on the 28th of November, 1850, in a sinking condition; also that a grateful recognition is due to the heroic services of his gallant officers and crew, of whom his third mate, John G. Johnson, of this city, and three seamen, nobly perished in their endeavors to save others from the fate which they themselves so suddenly experienced. Also, that as a further mark of the appreciation of the City of New York of the noble conduct of Capt. Hovey, a Gold Box, suitably inscribed, be presented to him.

The above resolution was beautifully engrossed *with a pen*, (although having the appearance of a finished engraving,) and being authenticated by the signatures of the proper officers, was set in a richly gilt frame some 16 inches by 12.

The Gold Box, is of fine gold, about 4 inches long by 2 1-2 wide, and about an inch thick, bearing on the outside of the cover the inscription, "*Hovey*," and inside the following:

"Presented by the Corporation of the City of New York to Capt. Henry R. Hovey, of the ship *Devonshire*, of the same place, as a testimonial of their appreciation of his heroic conduct on the occasion of his rescuing the crew and passengers of the steamer *Helena Sloman*, at sea, on the 28th Nov. 1850."

The intrinsic value of the box must be several hundred dollars. Its value to Capt. Hovey, is, of course, not to be measured by dollars and cents.

For the Sailor's Magazine.

**Miscellaneous Statistics.**

ST LOUIS, MO.

***Its Population, Shipping, Tonnage, Churches, and Schools.***

The recent census shows the population of this City to be 77,465. It was settled in 1764. For about half a century its average annual increase was 36, making in 1810 a population of 1600. Average annual increase for the next 10 years 299! and for the next 125, making in 1830 a population of 5852. Since that time its progress has been an increase of over 3500 a year! The Number of Steamboat arrivals within the year 1850 from New Orleans was 303! Ohio River 493! Illinois River 788! Upper Mississippi 635! Missouri River 390! Cairo 75! other Points 215! Total 2899! which with 331 Barge arrivals had a tonnage of 681,252. The city has 41 Churches! 6642 Children in 73 Schools taught by 168 Teachers.

**Our Inland Waters.**

The aggregate valuation of the lake trade of the United States, for the year 1850, (imports and exports) amounts to the large sum of \$186,484,905, or more by \$40,000,000 than the whole foreign export trade of the country. The aggregate tonnage employed on the lakes of the United States, is equal to 203,041 tons, of which 167,137 tons are American, and 35,904 tons British. The commerce of the lakes is apportioned among them, as follows:—

	Total value of Exports and Imports
Lake Erie. . . . .	\$115,785,048
Lake Huron . . . . .	848,152
Lake Michigan . . . . .	24,320,481
Lake Ontario. . . . .	28,141,00
Lake Champlain . . . . .	16,750,700
Lake and River St Clair . . . . .	639,524
	<hr/>
	\$186,484,905

To this must be added the passenger trade of the Lakes, valued at \$1,000,000.

The aggregate value of the tonnage of Lake Erie is \$5,308,085; of Lake Huron \$75,000, and of Lake Michigan \$564,435.

**The Lakes.**

The Buffalo Commercial Advertiser publishes, from reliable sources, a detailed statement of the disasters on the Lakes during the past season, from which it appears that they involved the loss of three hundred and ninety-five lives, and \$558,926. Ten steamboats, twenty-one sail craft, and one propeller have gone out of existence entirely. Of the lives lost, 250 resulted from the burning of the steamer Griffith, 66 from the explosion of the Anthony Wayne, and 38 from the collision of the steamer Commerce.

**Marine Disasters.**

ON THE WATERS OF THE WEST AND SOUTH, DURING 1850.

Below we give a partial list of the accidents which have occurred to steamers navigating the waters of the west and south during the year which has just closed. In hastily glancing through our files, we have no doubt overlooked many, but the list is formidable enough to arouse serious reflection upon the causes which lead to these dreadful casualties. We have selected the most important accidents only, passing over the minor ones altogether.

From the list it will be seen that the number of boats totally lost was 53, of which 33 were sunk, 14 burned, and 6 destroyed by explosion. The number of accidents is 117. Number of killed nearly 700, and of wounded probably half that number. The amount of capital destroyed by these accidents would no doubt exceed one million and a half of dollars.

*Mo. Republican.***MISSING VESSELS.**

Schr. *North Carolina*, Williams, of Washington, N. C. hence about 1st Sept. last for Wilmington, N. C.

Schr. *Tiber*, of Newburyport, was spoken in Bay Chaleur, 7th Sept. with a full cargo of fish, just leaving for home.

Brig *Olive Thompson*, Pettengill, which cleared at Portland Nov. 4th, for Porto Rico; has not since been heard of.



**NOTICES TO MARINERS.**

Trinity House, London, November 18.

**Wreck off Caistor.**—Notice is hereby given, that a green buoy, marked with the word "Wreck," has been placed 15 fathoms to the S. W. of a vessel sunk off Caistor.

The buoy lies in ten fathoms at low water spring tides, with the following marks and compass bearings:

The Northernmost mill at Caistor, its breadth open to the westward of the Look Out, N. W. by N.

Caistor Church, N. W.

Nelson's Monument at Yarmouth, its length open to the Eastward of Jetty at that place, S. W. by S.

Inner Barber Buoy, N. N. E. 1-4 E.

By order, J. HERBERT, Sec'y.

—  
Berbice, December 11.

As reported 10th Sept. the Light has been removed from the Berbice Bar, and is now placed on shore on the Eastern Point at the River's mouth, in lat. 6. 16. 18. N. lon. 57. 29. 30 W., the distance being eleven miles from the Bar. She will carry a black ball at the foremast head during the day, and a fixed light at night. Masters of vessels bound into this port should bring the light to bear S. S. W. in four fathoms at low water.

A sloop pilot boat cruises outside the Bar day and night, and carries a white flag at her mast head, with "PILOT" in large red letters inscribed on it.

—  
Halifax, January 25.

The new Light-house—a square building, painted white, with a black ball on the seaward side—on Cape Latour, which forms the east side of Barrington Harbor, about midway between Cape Sable and Cape Negro, is now in operation. It exhibits a bright flash light of 15 seconds' duration, with alternate eclipses of 24 or 25 seconds. As this light will be of some importance to American vessels, I give, from the authority of the Commissioners, the following bearings and distances: Lat. of light, 43. 26. 9. N. Lon. of do. 65. 28. 7. W. Variation of do. 15. 40. W. Magnetic bearing,—Cape Sable S. Extreme S. 77.—W. distant 7 1-4 miles. S. Extreme Black

Ledge, S. 84 E. distant 1 1-4 miles. Salvages or Half-moons, S. 88 E. Brazil Rock, S. 4. 10. W. distant 5 1-2 miles. Bantam Rock, S. 45. W. distant 1 1-4 miles.

—  
**The New Lights.**—The new lights erected by Government at Price's Creek, on Cape Fear River, N. C. ranging with the Channel around the Horse Shoe, were lighted on night 4th Jan.

**DISASTERS.**

Brig *Etrurian*, Sherwood, from Darien for this port, was fallen in with 6th Jan. and reported having experienced a gale from N. to N. W. on the 4th, which carried away some of the spars, and ripped up the deck, when the vessel water-logged. Took from her the captain and eight of the crew. The captain's wife and one hand drowned.

Brig *Martha Sanger*, bound from San Juan for this port, with ninety passengers, was wrecked 7th January, on a reef in the Caribbean Sea, and is a total loss. Brig *Mechanic*, at New Orleans, took off sixty-three passengers, but the fate of the others is unknown.

Brig *Glamorgan*, at Baltimore 1st inst. from Kingston, reports night 28th ult. in the Chesapeake, off Bluff Point, came in contact with and sunk schr. *S. C. Davis*, from Baltimore, for this port, with coal. The captain, mate and cook were drowned.

Brig *Napoleon*, Durham, of Boston, from Darien, Geo., about Dec. 6th, for Mystic, Conn., was fallen in with in a sinking condition by brig *Demerara*, (at Cardenas, 6th Jan., from Portland,) which took off her crew.

Belize, Hond., Jan. 15.

Br. ship *Union* went ashore on the 4th, at the Roman River, and is a total loss.

Br. brig *Jane Allison*, Wood, from Boston for St. John, N. B., went ashore on Magawagonish Island, in a snow storm, night 9th Jan., and went to pieces.

Brig *Ocilla*, Trim, of Camden, from St. Marks, for this port, both masts

gone, and three feet water in her hold, was spoken Jan. 5th by bark Syman at Boston, could not free her with the pumps; and took off the captain and crew, and brought them to port.

Schr. *George*, from Bangor for Hingham, was wrecked on Odiorne's Point, on Sunday morning—vessel a total loss.

Brig *Erie*, Vigeurs, of and for Baltimore, from New Orleans, was lost on the Western Reef, (Bahama,) 2d Jan. The vessel's bottom ground to pieces, and deck floated off, from which the crew, after being on it three days, were taken off by a wrecking schooner, and landed in Nassau, N. P.

Ship *Franconia*, of Baltimore, was wrecked off Holyhead, Jan. 12. The cargo of tobacco, with her captain, mate and eleven hands, were lost.

A telegraphic dispatch, dated New Orleans, Jan. 23d, states that the brig *Allen King*, Bates, from Belize, Hon., for this port, was lost in coming out of the Belize.

Whale ship *Chas. Drew*, Carey, of New Bedford, ten months out, was lost off the port of Honolulu night Oct. 23d.

Bark *Carlos*, from Galveston for Boston, in running into the Bay in a thick fog 29th Jan., struck on Egg Rock, outside the lower light, filled with water, and went to pieces.

The master of the Prince Edward Island Packet, at Shediac, 5th Jan., reported three square-rigged vessels lost on the North Cape, P. E. I. Nov. 21st, one of which is a new ship, named the *Ann*, belonging to Richibucto, and that all hands perished.

Schr. *John Hancock*, from Ellsworth for this port, which parted her chains and went ashore at Arecibo, P. R., night Nov. 25th, became a total loss.

*Gale at Jeremie*.—Capts. Chase, lato of the schrs. *Croton*, of Boston, and Adams, of the *Tellus*, of Boston, with a portion of their crews, came passengers in the schr. *Ariadne*, at this port from Jeremie, they having lost their vessels during a heavy Norther at that place, on the 27th of November.

Ship *Butler*, Gregg, from this port about July 25th, for San Francisco, was the American ship recently reported lost near the mouth of the river of Plate. She struck on or near Cape Antonio previous to Oct. 10th, and on the 13th, was breaking up fast. Crew and passengers all saved.

Br. brig *Pursuit*, drove ashore at Fortune Island, previous to 30th Nov. and became a total loss.

Br. brig *Unicorn*, from Philadelphia, Nov. 5th, of and for Londonderry, was fallen in with 10th Nov. in a sinking condition, by Capt. Bunnell, of brig *May Flower*, of and from New Haven, bound to Barbadoes, who, after much difficulty, during a heavy sea and a strong gale from the Westward, succeeded in taking off the crew.

U. S. Steamer *Anson*, from Brazos Santiago, for New Orleans, was stranded during a gale blowing at the time, on the Matagorda peninsula, night of 25th Nov. and became a total loss.

Norw. bark *Petrus*, from New York to Rotterdam, has been abandoned at sea; crew picked up Nov. 24th, in lat. 40. N. lon. 54. W.

Fishing schr. *Oriental*, reported of Gloucester, but said to be owned in Baltimore, went ashore on Prince Edward Island, 6th Nov. and immediately broke up.

Schr. *O. H. Perry*, Bumper, of Sullivan, from Bristol, Pa. for Salem, was the vessel wrecked on No Man's Land, night 23d Dec. The crew cut away her masts, but all hands subsequently perished, and five bodies, including the captain, washed ashore.

Schr. *Orbit*, Lufkin, of Deer Isle, from Calais for Boston, capsized in a gale 23d Dec., righted, after cutting away the mainmast, with loss of deck-load, and afterwards went on Isle-au-Haut, and went to pieces. The crew landed, but Capt. L. perished before they could reach a house.

Brig *Emerald*, Haskell, of and for Boston from Bucksport, was totally lost in attempting to enter Wood Island harbor, night 23d Dec.

Brig *St. Croix*, Eaton, went ashore on Isle-au-Haut, Me., in the gale of 23d Dec., and went to pieces.



Schr. *Rachel & Nancy*, of and from Bristol, Me. for Boston, went ashore on Rugged Neck, at the entrance to Rye Harbor, morning 23d Dec. and became a total loss. A seaman was drowned.

Schr. *Richmond*, of Mount Desert, abandoned and water-logged, was boarded, (no date,) 100 miles from Cape Ann, by Br. schr. *Favorite*, at Portsmouth.

Br. schr. *Olive*, from Prince Edward Island, bound to this port, was totally lost on the Nova Scotia, Coast, date not given.

Schr. *Susan Taylor*, Allen, of and from Frankfort for Boston with lumber, parted one chain in Cape Porpoise harbor, and dragged ashore on Green Island, at 2 o'clock, (supposed A.M.) 23d December.

Brig *John R. Rhoades*, of Portland, from Baltimore for Plymouth, Mass., was wrecked 28th Dec. going in, having struck on Brown's Island in the outer harbor.

Br. brig *Golden Grove*, of and from St. Johns, Newfoundland, bound for Havana, was wrecked morning 8th Dec. on a reef stretching out from Stranger's Key, on the North side of Grand Bahama.

Schr. *Niagara*, Simonton, of Rockland, dragged her anchors in the gale 23d Dec. at R., and striking upon a ledge, sprung a leak, took fire, and is a total loss.

Schr. *Seater*, from Halifax, for Charlottetown, P. E. I., was cast away 22d Dec., South of Pictou Island, and became a total wreck.

Brig *Sarah*, Madgwick, from Jamaica, for Quebec, cargo rum, &c., was lost at Magdalen Islands, 20th November.

Brig *Southampton*, Shipley, of Yarmouth, from Montreal for this port, in running in for this harbor, night 7th, during a heavy blow from S. E. with snow, mistook a light on Devil's Island, for that on Maugher's Beach, and struck on the South side of the Island and bilged.

Brig *Olive Thompson*, of Portland, recently reported missing, was fallen

in with Dec. 26th, by brig *Sarah*, Higgins, at Cienfuegos, in want of a navigator, but Capt. H. could not furnish one. The O. T. had arrived at St. Martins from Portland, and was on her return, when, on the 23d of December, while scudding in a gale, was struck by a sea, which washed the first officer from the wheel into the sea, and Capt. Pettengill, in trying to save him, was also lost. The cook house, and most of the bulwarks, with foresail and jib, were carried away, the mainsail was split, and the vessel leaked badly. Being unable to obtain a navigator, the crew were taken off by Capt. Higgins, on the 28th, having laid by until the N. W. gale, which was blowing, moderated.

Ship *Rhine*, Doane, at this port from Havre, Dec. 14th, fell in with the wreck of the Br. schr. *Hebe*, from Newfoundland bound to Leghorn, with loss of foremast and decks ripped up, and otherwise disabled; took from her the captain and crew; blowing a gale at the time, could not save the baggage of the crew. Dec. 27th, fell in with the wreck of the schr. *Belle*, of Berlin, Md. from North Carolina bound to Elizabethtown, N. J. (reported missing,) with loss of mainmast, sails all blown to pieces, out fifty days from North Carolina; blowing heavy with a rough sea, could save nothing but the crew, who were nearly all disabled.

Ship *Jacob Perkins*, Moore, from Manilla for Boston, went ashore 9th Dec. at 5 A. M. on Smith's Island Point, South side of Nantucket. When left, the ship had 2 feet 9 inches water in her hold, and lay in an exposed situation.

Br. brig *David*, York, from Bay Chaleur for Ireland, was struck by a heavy sea Dec. 7th, off Bird Island, which swept away galley and companionway, broke main hatch, carried away jibboom, started cutwater, &c. The brig immediately filled. The captain, mate and cook perished from the cold—the remainder were taken off after being on the wreck eight days, and carried to Britton Harbor, Fortune Bay, N. F.

Schr. *S. H. M'Rae*, from New-Berne, N. C. for this port, went ashore 13th Dec. on the Jersey shore, about 10 miles N. E. of Cape May, and was expected to become a total loss.

The wreck of the Br. schr. *Hebe*, of Bristol, (not R. I.) abandoned, foremast gone, &c., was boarded Dec'r. 20th.

Br. bark *Laconic*, Miller, at this port from Liverpool, Dec. 5th, fell in with the wreck of the Br. bark *Clutha*, of Cork, waterlogged and abandoned,

Br. brig *Belfast*, from this port bound to St. Vincent, was totally lost, having been swept on the rocks by a strong current.

Schr. *Aurora*, from Frankfort for Beverly, went ashore on Odiorne's Point, off Rye, N. H. night 6th Dec. Schr. *George Hopkins*, from Bangor for Hingham, went ashore same time and place; vessel a total loss.

Br. brig *John and Margaret*, from Pictou for Providence, went ashore near Red Head, N. S. 30th Dec. in a snow storm—probably a total loss.

Schr. *Argus*, of Frankfort, apparently a good vessel, upwards of 100 tons, was seen ashore on Plum Island, 24th Dec., and when discovered had her broadside stove in, decks ripped up, and mainmast out and hanging by the spring stay. The dead body of a young man was found upon the beach. A schooner was also ashore on Salisbury beach, said to have been from Machias, bound to this port. The mate and the cook perished.

The wreck of Br. schr. *Imitable*, from Prince Edward Island, for Boston, was seen previous to 8th Dec., 13 miles S. E. of Shelberne Light, nearly cut asunder amidships. It is supposed she had been run into by some vessel.

Schr. *George and William*, from Calais for this port, was totally lost on Baker's Island, near Mount Desert, night 23d Dec.

Schr. *Wanderer*, from Bristol for Boston, with wood, went ashore on the Eastern Sister, on the East side of Portsmouth harbor, and has become a total loss.

Schr. *Alphion*, from Calais for Newburyport, was totally lost on Odiorne's Point, Rye Beach, in the snow storm 19th Dec.

Schr. *Oriental*, Sexton, of Gloucester, was lost off East Point, Prince Edward Island, 7th Dec. Capt. S. and crew were picked up after suffering great hardship.

The steamship *Palmetto*, while crossing the bar at Matagorda Bay, Texas, struck and went to pieces.

### The Law.

Let the sailor avoid it as he would the ugliest reef that sleeps in the sea. Better encounter an earthquake and a hurricane in their united strength, than get between two lawyers. A man struck another over the shoulders with a ratan as big as your little finger, a prosecution followed, and a lawyer held forth in his indictment as follows:—

'And that whereas the said Thomas, at the said place, on the year and day aforesaid, in and upon the body of the said Richard, against the people of the state of Massachusetts and *their dignity*, did make a most violent assault, and inflicted a great many and divers blows, kicks, cuffs, thumps, bumps, contusions, gashes, hurts, wounds, damages and injuries, in and upon the head, neck, breast, stomach, hips, knees, shins and heels of said Richard, with divers sticks, canes, poles, clubs, logs of wood, stones, daggers, dirks, swords, pistols, cutlasses, bludgeons, blunderbusses and boarding-pikes, then and there held in the hands, fists, claws, clutches of him the said Thomas.'

### Shipping

In the Port of New York, February 12th, 1851.

Steamers,	-	-	-	17
Ships,	-	-	-	91
Barks,	-	-	-	81
Brigs,	-	-	-	91
Schooners,	-	-	-	197

Total, - - - 477



## New York, March, 1851.

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### Western Seamen's Friend Society.

We have just received the Third Annual Report of this Institution, from which we learn that the number of Missionaries in its employ during most of the past year was *fourteen*.

At Cleveland, the old Mariner's Church has given place to a car-house, so that now,

"Where once the sacred song arose,  
And truth divine was taught;  
The iron horse now seeks repose,  
As from the course he's brought."

A new Bethel Church is in contemplation. The Rev. Wm. Day continues his useful labors.

At Sandusky City, an eligible site for a Bethel Church has been purchased, for the payment of which the ladies have generously contributed more than six hundred dollars. The Rev. E. R. Jewitt, Chaplain, in addition to his pulpit and pastoral duties, has chiefly conducted the Boatmen's Magazine, has visited within the year not less than 2,500 men on board their vessels, and distributed more than 600,000 pages of the choicest reading.

Toledo exhibits the anomalous spectacle of an annual fleet of more than 4000 boats and vessels—the appendages of an old commercial city, while the streets and dwellings indicate the newness of the place.

The Bethel operations here have been conducted by the Rev. G. Dana.

At Detroit, in addition to the Bethel previously established, a commodious hall for religious services has been fitted up under the superintendence of the Rev. A. M. Fitch, and where the Rev. N. M. Wells now officiates as chaplain.

At Erie, the ladies have furnished a Bethel Flag which invites the sailors and boatmen to the worship of God, under the ministrations of the Rev. J. T. Westover.

The number of boatmen annually visiting Cincinnati is 30,000; and 1200 there at a time. Rev. H. R. Price, chaplain.

Missionary labors have also been prosecuted on the Ohio Canal, the Wabash and Erie, the Miami and Extension, the canals of Western Pennsylvania, and those of Eastern Ohio. The receipts of the Society for the year ending Oct. 14, 1850, were \$5521 53.

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### Information Wanted.

Mrs. Lee, of France, would feel deeply obliged for information respecting her son Charles Lee, a few years since seaman in the American mercantile service, both on the Pacific and Atlantic oceans.

His age is at present about 40 years; statue tall; complexion fresh and rudy; forehead high; hair light; eyes gray; nose long; whiskers reddish. Should any information be obtained, please forward it to the Rev. E. E. Adams, chaplain to seamen in Havre, France; or to the office of the American Seamen's Friend Society, 82 Wall st. New York.

### A Chaplain's Trials and Success.

In the midst of peculiar embarrassments attending my work, I am comforted with the truth "my times are in thy hand." Our gracious Saviour evolves His purposes in clouds as well as in sunshine." Be it ours to wait patiently and in hope because "light is sown for the righteous and gladness for the upright in heart."

The nature of the difficulties connected with my mission may not transpire for the present. It is sufficient to inform you that I cannot occupy the station as you expected, and yet it is eloquent with notes of sorrow and my spirit is burdened with the woes of which I am made the confidant.

A son of a pious mother, who had broken through the restraints of a Christian education, parted from me a few minutes since, expressing surprise and gratitude that your chaplain should have been cast in his way, to use his own expression, "like a star on the night." Could the mother of that wanderer know what he has told me, her heart would be broken, if not relieved, by the intelligence that he has hopefully renounced his vices.

In my first interview with him on the deck of the ———, he declared himself a skeptic. Before I left him, he put to me the question of Pilate to our Saviour, "What is truth?" In reply, I quoted the words of Jesus, "I am the way, the truth and the life," and added, believe what the Bible tells you, and do what the Bible commands you, and you shall know the truth and rejoice in it also.

"But I do not believe this," he answered. "Nothing like it, would make *me* happy."

There was that in his language which led me to suspect that he had been taught in childhood by parents fearing God, and I ventured to ask him if his mother was still living.

"No, she is dead."

"Was you with her when she died?"

"Yes," he exclaimed, with startling earnestness, "I can see her dying smile even now, and as long as I remember it, no man can make me doubt that there is truth in religion."

I opened to him the strength of his argument against himself, and left him to his reflections. May the Lord enable him to anchor on the only anchorage which is safe.

You will expect me to write more definitely when I have had ampler time to explore. The King of Zion prosper you in your enterprise and speed the day when the Bethel flag shall be unfurled wherever the Sailor floats. Your cause is the cause of God, and His providence will adduce fresh evidence that He is girding it with energy and defending it with power, while the sky is the darkest.

Yours, sincerely

H. M. P.

### Pacific Correspondence.

HONOLULU, Nov. 9th, 1850.

*Sailor's Magazine—A Lieutenant in the United States Navy becoming Seamen's preacher—Grog-ration and Flogging—American Whalemén—Worldly prosperity tends to forgetfulness of God—Sabbath at Honolulu—Old mission Church—United States Hospital—Portuguese Seamen, &c.*

Yesterday I received the *Sailor's Magazine* for September, appearing in a "new dress," as the printers would say. Its typographical appearance was good before, now it is better. On the cover I observe the engraving of a floating Bethel, with a flag inscribed "Church of the Redeemer." I suppose this to be the Bethel, occupied by the Rev. Mr. Trapier of Philadelphia. Only a few years since I became acquainted with this gentleman, a Lieutenant on board the United States Frigate "Savannah." It would be gratifying to witness many similar promotions, from the Quarter of a Man-of-War, to the Pulpit of a Seamen's Chapel. Perhaps some of the readers of the *Magazine* might not speak of such a change, as a *promotion*. That point however I will not discuss, farther than to observe, that angels would doubtless esteem it a high honor and a privilege to be coveted, to proclaim



among the Sons of the Ocean, the truth as it is in Jesus; but whether any of those pure and exalted personages would be willing to issue orders in a naval engagement, is a point that I do not think they would decide in the affirmative. Mr. Trapier was one of a rare company of Ward Room Officers. They were no devotees of Bacchus, or scoffers at religious subjects. A minister of the Gospel was a welcome visitor among them, and the missionary recognized in them cordial friends. It is pleasant to refer to the "Savannah's" visit to our shores. The names of Lieutenants Hichcock and Trapier, Surgeons Wood and Chase, and Master De Jough, are remembered at the Islands. Other like-minded officers of the Navy not unfrequently pay us visits. Their influence is salutary and healthful, on "ship" and "shore." I have heard that Mr. De Jough was also contemplating exchanging the profession of a Naval Officer, for that of a minister of Christ, but I lately learned that he had been removed by death. He was a truly promising and conscientious man.

In referring to the "Navy," I am reminded of the discussion now going forward in the United States and England respecting the grog-ration and flogging. Let not the friends of temperance and humanity faint, for it is not to be expected that such time-honored practices are to be abolished without a struggle; but I am confident that they will soon be mentioned among the customs which have been, but are not. The remarks of the Rev. Mr. Stewart in the September Magazine wore a cheering aspect. "We have as cheerful and happy a crew as ever was afloat, active and efficient in the discharge of duty," yet the "cat" seldom "mews," and the grog-tub is nearly deserted. It is surprising to me, that freeborn Englishmen and Americans can hold on to practices so truly barbarous.

It is however among whalers that my time is now mostly occupied. The success which has awarded their labors during the past season is quite astounding, and as a report thereof reaches New Bedford, New London, Sag Harbor, and other whaling ports,

the cry will be, "away to the Anadir Sea and the Artic Ocean." Ah, there "she blows as she never blew before." Probably one hundred vessels will this fall sail for the United States, which came out to remain at least one year longer. I know of one that came out fitted for "45 months" that will reach home in "20 months."

Would that I might report a religious state of things corresponding with the worldly prosperity that reigns around us. Alas, prosperity tends to make the recipient unmindful of the source whence his favors flow. It is with whalers as with those engaged in other pursuits, prosperity makes them cheerful and buoyant, but not serious and solicitous to gain possession of the pearl of great price. During the last four weeks I have visited scores of ships, and on all occasions been cordially welcomed—indeed I could not ask for more uniform kindness. All gladly receive what I may have to distribute, and willingly assent to my invitation to visit the Bethel upon the Sabbath; but there the subject apparently rests. Like the prophet of old, I have to exclaim, "who hath believed our report? and to whom is the arm of the Lord revealed?" I know the minister of Christ must not despair nor grow faint. It is for him to hear the voice of God as declared by the same prophet, whose words I have just quoted, "Cry aloud, spare not; lift up thy voice like a trumpet, and show my people their transgressions, and the house of Judah their sins."

Saturday afternoon has come and the lengthened shadows of the trees, as they fall before my door, indicate that the sun is hastening to his ocean bed in the west. Oh, I am thankful for the Sabbath! It is a day of holy rest, although not to me, rest from ministerial duty, yet the tide of worldliness and sin around me, is checked. Our stores are closed—the mechanic's tools are untouched, and the Sailor's song, at the windlass and capstan is not heard. I am surprised in view of the general good order which usually reigns in Honolulu during the Holy Sabbath. We owe it to the blessing of God, attending the preaching of the Gospel. Should God spare my life,

I shall hope to take up my pen on Monday, as I learn that a mail leaves for the United States on Tuesday.

MONDAY MORNING, Nov. 11, 1850.—The Sabbath passed quietly and pleasantly. In the morning my Chapel was quite full, and I endeavored to speak from our Saviour's words to Nicodemus: "Verily, verily, I say unto thee, except a man be born of water and the spirit, he cannot see the kingdom of God."

In the afternoon, at four o'clock, I was present at the Sacrament of what is styled among us, the "Old Mission Church. It is the original church at the Islands, formed in the city of Boston, at Park street Church, in 1819, among the first company of Missionaries. This church has always been kept distinct from the churches among the natives. Newly arrived Missionaries have usually connected themselves with it, and their children, when judged to have met with a change of heart, and were otherwise proper subjects for the Lord's table. Yesterday a son of one of the older Missionaries connected himself with this church. What more pleasing sight than to witness the promising son, just entering the period of manhood, stepping forth, and publicly professing his attachment to Christ, and thus declaring that he is ready to take up responsibilities which the aged sire must soon relinquish through the infirmities of years. The Missionaries of the American Board, who have labored at the Sandwich Islands, have much occasion to be thankful as they witness many even a majority of their children, "coming out upon the Lord's side."

The health that at present is enjoyed by the numerous sea-faring community, coming and going, is quite remarkable. During the month of October, there was only one death among seamen, while nearly three thousand, from the beginning to the end of the month, must have been in port. The U. S. Hospital for Seamen is now under most excellent regulations. Our present Consul, in the first place, does his duty most faithfully to seamen, especially all who are sick and have American papers. In the next place, the Hospital physician, Dr. Lathrop,

is very attentive, and does his duty; and, finally, the keeper of the Hospital, Mr. Ladd, is just such a man as every hospital in the world should have. He makes it his business, devoting his time to the management of the establishment. There are now about fifty inmates, all of whom appear to be recovering. It is highly creditable to all parties concerned, that seamen, when sick and disabled, should be so well cared for, and made really so comfortable. It is a hard lot for the sailor to be sick in a foreign clime and port, but doubly hard when uncared for, and left, perhaps, to the tender mercies of the mere sailor's boarding house-keeper or grog-seller. Such was formerly the case here, and such is not unfrequently the case in foreign ports.

Foreign seamen, shipping under the United States or British flag, are treated, when sick and disabled, far different from what they should be.—I cannot see why they should not receive the same protection as our own countrymen; whereas, unless they have money due them, they are left to suffer, for the Consul is not allowed to provide for them. Fortunately, foreign seamen, this year, leaving American whale ships have more or less due them. This moment, the master of a whale ship left my study, who came to report that a Portuguese sailor sick at the Hospital, had \$116 00 due him after his bills were paid. This money the sailor places in my hands for safe keeping. No class of seamen take so good care of their hard earned money as the Portuguese. It is rare to meet one who is intemperate. I was recently informed that nineteen-twentieth of the Portuguese seamen, on board American vessels, saved their money and took it back to the Western Islands.

The monthly Panama mail now comes quite regularly. We get the leading American papers in less than sixty days after their publication. Every mail brings the tidings of the death of some distinguished personage. By the last, we learn that Louis Phillippe is no more, and that Dr. Judson died at sea—the former, once king of the French, and the latter the Apos-

tle to the Burmese: the one renowned as a monarch on the throne of the Bourbons, the other so universally known as the oldest American missionary and translator of the Bible into the Burmese language. For the present, adieu.

Yours, S. D. C.

### Lahaina Chaplaincy.

#### CHAPLAIN'S JOURNAL.

**Jan 1, 1850.** Attended a funeral at the Hospital. A young man who had been in the Sabbath school in his youth, but had deferred a preparation for death until the dying hour. There was no evidence that he was prepared to die. Spoke with Capt. —, yesterday about leaving port on the Sabbath. He said that if they allowed their men to come on shore to attend church, they would run away; if they kept them on board, and did not sail, they would be grumbling. Hence he thought "the Almighty would in some measure overlook their sailing on the Sabbath." "There are many devices in a man's heart but the counsel of the Lord that shall stand." A young man called from Capt. G's ship. Said they had but little reading matter in their ship. Lived in Delaware. Should not come to sea again. Did not expect to be gone so long. Gave him some papers and books.

**Jan. 6th, Sabbath.** Afternoon visited the Hospital, Found one who had been some time sick much worse. W. I. said his father lived in Keene, N. H. The tears came in his eyes as I spoke of his parents. When I inquired if he had a foundation built upon a rock, which would stand amid the sickness and death which were gathering? he said "he did not know." I tried to impress him with a sense of his condition. I asked, was it ever in his mind what he ought to do. He said "Yes." Alas! poor man, he seems to see the right way, but to have no heart to walk therein. "No man can come to me except the Father which hath sent me draw him." How true it is, that the near prospect of death has no power to produce true repentance.

**Jan. 20th, Sabbath.** Visited the

Hospital as usual. Talked with W. I. who seems to be about the same. I asked if his past life appeared to him like the unfruitful tree, which was to be cut down, because it cumbered the ground. He said "he hardly dared to look back upon his past life, for he had been so wicked, and had no excuse. Though he had been his own master since he was 11 years old, he knew better than to sin." He repeated, "I have lived a very wicked life." He seems more tender than when I have seen him before. May God have mercy upon him, and bring him to repentance in "the eleventh hour."

**Jan. 22d.** A sailor called from Capt. B's ship. Wished to get some papers. Belonged to the British Provinces. Had not drank any intoxicating liquor for *five years*. Had never signed the "Pledge," because he had seen many sign the pledge, and afterwards drink again. Thought he would stop drinking and not sign the pledge. How often does a good cause receive a wound from its professed friends! Gave him some papers, and asked him to call again.

**March 3d, Sabbath.** Preached to a full congregation, after an absence of *three Sabbaths*. One of which was spent at Honolulu, the other two on the passage coming up. Had a very tedious, and somewhat dangerous passage. Left Honolulu 15th Feb. reached Lahaina, 2d March, having been out 16 1-2 days, going a distance of 80 or 100 miles.

The Captain would occasionally get angry, apparently at the wind, or the Being who directed it, and swear *horribly*. Sabbath morning called to see Mr. M.—an old resident upon the Islands, who had lived a very wicked life. Found him very sick. Said he wanted some one to help him. I asked him if he was prepared to die. He said "No, I wish I was;" and his eyes filled with tears. I spoke to him of the man who came in at "the eleventh hour," and prayed with him. Immediately after the service closed in the Chapel, I was told Mr. M. wished to see me. I called to see him at once, with two of the Missionary brethren. One of them prayed with him. I said a few words to him. He was still



## St. Thomas Chaplaincy.

JANUARY 14th, 1851.

By the blessing of God I am enabled to make another communication to you. I am carrying on the work to the best of my ability, striving with the helping grace of God, to extend the knowledge of salvation through Jesus Christ, and to deliver souls from both temporal and eternal degradation. In prosecuting this work, I become more and more conscious of its importance and its greatness. I see more its necessity, and learn more its difficulty. I assure you it is no slight affair to labor in such a port as this.

We have all sorts of vessels, from the frigate to the shallop and fishing boat, war steamers, mail steamers, river steamers, from England, America, France, and Spain. And then they are manned by persons as various as the crafts. Some of the commanders no better than they should be, and some of the crews not near as good as we should like to see them. We must hear bitter complaints of men *from* the masters and from the men quite as sorry complaints of the masters. It is hard to say, sometimes, who is in fault; or you are apt to feel that both are so in a measure; yet it requires great prudence to give an opinion anywhere. My business in these cases is to make peace, and use all endeavors to instil and diffuse those principles which shall so influence the hearts of all, as to remove the causes of complaint. It is a moral cause effecting all these disorders, and we must apply a moral remedy. God has made the provision in his Gospel. The more I ascertain the state of our marine population, the more I see the need of the Gospel, and the more also I perceive its adaptedness to their case. And I may add, the more I feel inclined to labor to disseminate the Gospel. I sometimes wish that I had an unbounded strength to labor unremittingly in this great harvest field. But I check this, as then the glory would not appear to be all of God, to whom the honor of salvation is due. It would be putting too much in the hand of the creature, who might abuse the power. Then it lacks faith—faith in God; for he already has this unbound-

ed power, and is only waiting the proper time, and our earnest petitions, to exert it.

I feel that we are in the infancy of this great work. It is to spread the world over. Seamen are yet to become the bearers of Christianity to the nations, as well as the carriers of our produce. And yet how few are at present thus engaged. When I look at this, my heart almost faints within me. How small a portion of our Seamen are under the dominion of Christ; and how many still under the rule of the Prince of darkness. How much of this land is yet to be possessed by Zion's King! but it shall be, even by the continued use of such feeble means as our Seamen's Chaplains use. God will increase them, and make them powerful and efficient. What was the work of foreign missions a few years since? And now how its magnitude enlarges! God will yet arouse the people of the land to labor and act for seamen, as well as for the heathen. It is the work and duty, and *privilege* of the Church. But we, who are at the beginning of this stupendous enterprise must not give way, because our progress is slow and obstructed. It is true, as a sympathizing captain remarked a short time since, we "chaplains to seamen have need of great faith." True, great faith is needed; faith in Jehovah's power and veracity—the will to fulfil his promise, to convert "the abundance of the sea" to himself. We have no business to doubt it, but to work for it. We must not only wait in solicitude and prayer, but we must learn

"TO LABOR and to wait."

Be assured that in thus doing, we receive God's blessing, an earnest of what is to be, and encouragement that at present we are enjoying that happy assurance. "Lo, I am with you always, even unto the end of the world."

Until further, I remain yours in the Gospel cause,

T. H. NEWTON,  
*Seamen's Chaplain, St. Thomas.*

Be careful that thy example cause not thy brother to offend.

**Mission to Seamen.**

BOSTON.

*The Missionary submits the following report of his mission during the past month, ending January 18, 1851.*

Public Services in the Chapel every Sunday as usual. Baptisms, 1; Funerals, 4; confirmed, 10. Bibles furnished to seamen going to sea: English, 83; Swedish, 7; Spanish, 5; Portuguese, 9; German, 4; French, 3; Norwegian, 1; Total, 112. Testaments: English, 33; Swedish, 7; Danish, 10; Portuguese, 12; Spanish, 6; Italian, 2; German, 2; Total, 72. Prayer Books, 83; other volumes, 120. Clothing to shipwrecked and unfortunate seamen, 78 garments. Among the seamen relieved during the past month was a young man sixteen years old, belonging to Eastport, Me. He had been shipwrecked, and was destitute of clothing and a place where he could lodge or obtain food. His pale and emaciated face, his slender form, insufficiently clad for an autumn day, must have plead effectually for him, had he met with one willing to give heed to his simple tale of the sorrows of the sea. He was immediately clothed and provided with a good home, and a few days afterwards sent to his widowed mother. His father, seven months ago, perished on a wreck. So much of this sailor boy's story was learned from himself. While clothing the boy, a sailor entered with a request for a Bible, as he had lost his when shipwrecked, forty miles south of Kingston, Jamaica. Presenting him with a Bible, and some small books, the question was put to him, where he was from. His reply was, "from Eastport." The boy looking up, at once recognized him, and called him by name, when a hearty greeting took place, and enquiries made for their mutual friends. He asked the boy after his mother, and then turning to the missionary said, "his father was shipwrecked and lost seven months since.

A young sailor came into the Chapel a few weeks since, on crutches, and stated his forlorn condition. His leg had been crushed between two casks

of molasses during a severe storm. For ten days he suffered without any relief, except that from the sympathy of his shipmates. On arriving in port, he was sent to the hospital and his leg amputated, nine inches from the thigh. After his discharge, he wandered about helpless and destitute, receiving an occasional contribution from some kind sailor. He was provided with a good boarding house, and in three weeks with a leg made by Doctor Phipps for thirty dollars—half the usual price—and is now receiving four dollars per week in a situation obtained for him by the missionary.

J. P. ROBINSON.

**Savannah Port Society.**

This Society celebrated its seventh anniversary on Monday evening, the 13th of January, in the Penfield Mariner's Church. The Report of the Board of Managers was presented, from which it appears that ninety new names have been added to the total abstinence pledge the past year; that fifty six persons are connected with the Marine Church, and that the Rev. Thomas Hutchings continues the ministrations of the Gospel to congregations, varying from 20 to 100. The receipts of the Society for the year, December 19th, were \$745 53. The anniversary exercises are reported to have been made exceedingly interesting by appropriate addresses from Rev. Mr. Hutchings and Rev. Mr. Thomas of South Carolina. The Society is managed by William Crabtree, President. Benjamin Snider and Joseph Felt, Vice Presidents, and ten Directors.

**Sailor's Home, N. Y.**

Sheets, pillow-cases, comforters, quilts and blankets for single beds are very much needed at this Institution, especially the latter. Any of the above named articles sent to the care of Capt. M. Sayre, No. 190 Cherry st., N. Y. will be judiciously disposed of.



## St. Thomas Chaplaincy.

JANUARY 14th, 1831.

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## Account of Monies.

From January 15th, to February 15th, 1851.

### Directors for Life by the Payment of Fifty Dollars.

Rev. David Trumbull, Valparaiso, by Ladies in Rev. Dr. Bond's Society, Norwich, Ct. (Amount acknowledged below.)

Pliny Freeman, Astoria, N. Y. (Amount acknowledged below.)

### Members for Life by the Payment of Twenty Dollars.

Edward A. Whitlock, N. Y., by B. M. Whitlock. (Amount acknowledged below.)

Rev. Horace Fletcher, by Baptist Ch., Townshend, Vt. (In part.) - 2 95

Lodovick Havens, by Pres. Church, Shelter Island, N. Y. - 29 80

Elijah D. Murphy, N. Y., by Mrs. Sarah E. Austin, Brooklyn - 20 00

Joseph H. Jennings, Yonkers, N. Y. (Amount acknowledged below.)

Mrs. Sarah Porter, Catskill, N. Y., Ladies' Bethel Society - 30 00

J. Ralph Sackett, N. Y. (Amount acknowledged below.)

Rev. David King, by Pres. Church, Jersey City. (Amount acknowledged below.)

Rev. Henry D. Ganse, by Reformed Dutch Church, Freehold, N. J. - 21 42

Ira Hawkins, by Pres. Church, Chester, N. Y. - 24 00

Theodore H. McNamee, Jr., N. Y., by Father. (Amount acknowledged below.)

Samuel P. Holmes, N. Y., by Bowen and McNamee. (Amount acknowledged below.)

Homer Morgan, N. Y. (Amount acknowledged below.)

Richard H. Bigelow. (Amount acknowledged below.)

Master Wm. H. Hurlbut, by Swift and Hurlbut. (Amount acknowledged below.)

Master Lockwood De Forest Woodruff, N. Y. by his Father. Amount acknowledged below.)

Mrs. O. E. Wood, N. Y. (Amount acknowledged below.)

John W. Allen, by Cong'l Society, Great Barrington, Mass. - 20 00

George A. Pelton, do. - 20 00

Gilbert Munson, do. (in part.) - 11 62

Mrs. S. S. Woodruff, Hadley, Mass., by Samuel Seymour, Jr., (in part) - 10 00

Chas. M. Fogg, by Rev. Dr. Storr's Society, North Braintree, Mass. - 20 25

Mrs. Martha S. Daniels, of Northampton, Mass., by Ladies' S. F. Society, Hadley - 20 00

Josiah Cook, by do. do. - 20 90

P. S. Williams, do. do. - 20 00

Rev. Horace James, by Cong'l Soc'y, Wrentham, Mass. (Balance.) - 13 00

Newton White, by Friends, in East Randolph, Mass. - 20 00

Mrs. Lucia J. Woods, Andover, by Rev. Leonard Woods, D. D. - 20 00

Mrs. Mary C. Reed, by Ladies' S. F. Cohasset, Mass. - 20 00

### Donations.

M. L. B. Smith, Sag Harbor - 1 00  
Pres. Church, Bethlehem, N. Y. - 3 00

Cong'l Soc'y, Torrington, Ct. (balance)	1 00
Bela Peck, Norwich, Ct. -	5 00
Wm. P. Green, do. -	5 25
Ladies' in Rev. Dr. Bond's Society	58 03
Gentlemen do. do.	84 00
Rev. Mr. Gullivers' Society	23 00
Hanover Society, Lisbon	6 00
Mrs. E. Clark, Rye, N. Y.	3 00
Miss Eliza Clark, do. -	3 00
A. Clark, do. -	2 00
Young Ladies Benev. Society, East Amherst, Mass. -	12 00
Pres. Church, Astoria, N. Y. -	35 00
Reformed Dutch Church, do. -	73 28
Ref. Dutch Church, Washington Sq., \$148 56; for Mar. Ch., N.Y. \$64 28	84 28
Spring Street Pres. Ch., N. Y. \$79 75; half for Mariner's Church	39 87
Cong'l Soc'y, Green's Farms, Ct., in part from Sabbath School	19 00
Cong'l Soc'y, Monroe, Ct. -	8 25
Cong'l Soc'y, Townshend, Vt.	13 05
Cong'l Soc'y, East Haddam, Ct.	12 00
B. W. H., New York	5 00
Mrs. Wheelwright, Valparaiso	3 00
Rev. Dr. E. Yale's Congregation, Kingsboro' N. Y. -	30 20
Mrs. Mary B. Day, Catskill, N. Y. -	15 00
Cong'l Soc'y, Waterbury, Ct. -	15 32
Reform'd Dutch Ch., Yonkers, N. Y.	43 38
Meth. Epis. Church do. do.	7 40
Dr. Willard Parker, N. Y. -	20 00
Mrs. Morse, New Haven, Ct. -	1 00
Amity Street, Baptist Church, N. Y., \$11 94, half for Mariner's Ch., N. Y.	5 97
Ame. Bible Soc'y, to defray expenses of Bible Depository at Honolulu, S. I.	100 00
Miss G. of First Cong'l Soc'y, New London, Ct. -	5 00
Fifteenth Pres. Church, N. Y. \$111 43, for Mariner's Church, N. Y., \$40 71	70 72
Pres. Church, Jersey City, including subscriptions -	58 46
Pres. Church, Freehold, N. J. -	6 26
A Friend " -	5 00
Village Church " -	11 60
Dr. William Turk, U. S. N. -	10 00
A Friend in Providence, R. I. -	5 00
T. S. Wicks, Ballston, N. Y. -	20 00
Brainerd Church, N. Y., for support of Lahaina Chaplaincy -	137 50
First Pres. Church, Middletown, N. Y.	23 72
Church of the Puritans, N. Y., \$363 67, for Mariner's Ch., N. Y., \$109 13	254 54
First Cong'l Soc'y, Natick, Mass. -	41 00
Cong'l Soc'y, Mansfield -	10 00
Rev. Dr. Hitchcock's Soc'y, Randolph	27 03
First Cong'l Soc'y, West Newton	15 00
Rev. Mr. Fiske's Soc'y, Bellville	19 00
A Lady, Amesbury -	1 00
Gen. Benev. Soc'y, of First Soc'y, Hadley -	9 00
Cong'l Soc'y, Hinsdale, N. H. -	10 00
Elliot Church, Newton, Mass. -	51 00
	\$1,875 55

### Sailor's Home, N. Y.

Mrs. C. Hoyt, Brooklyn, N. Y. 2 shirts, 2 pair socks.  
Mrs. Charles Dyer, Jr., Middletown, Ct., 4 shirts, 2 sheets, 2 pair socks, 2 books.  
G., of Monroe, Ct., 1 pair socks.  
Mrs. Baylis, Brooklyn, N. Y., 1 comforter.

### Sailor's Home, Portland, Me.

Juvenile Soc'y, Troy, N. H., sundry articles.